PSA's SUPER 80: A CLOSER LOOK

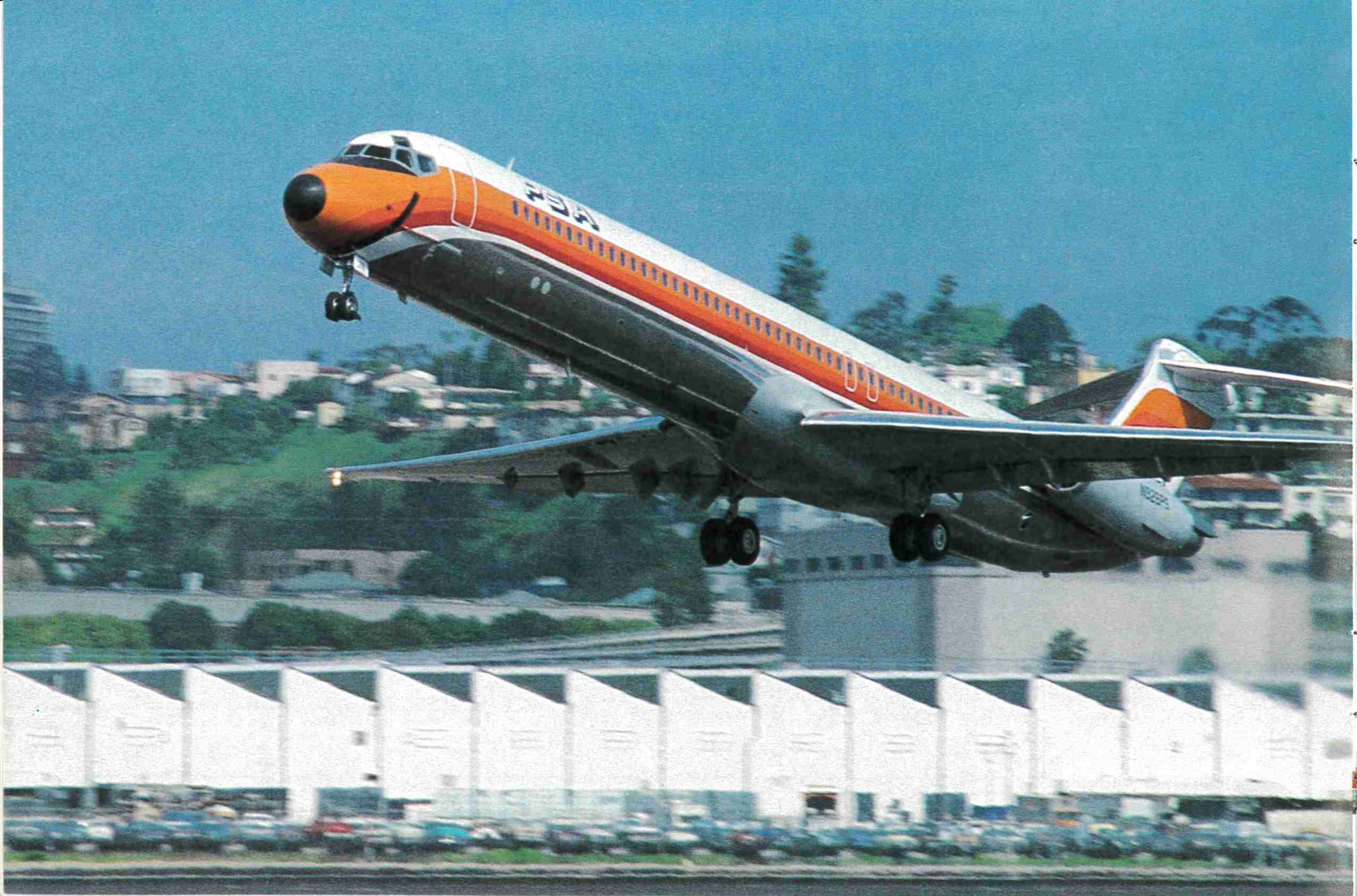
WHY THE SUPER 80?

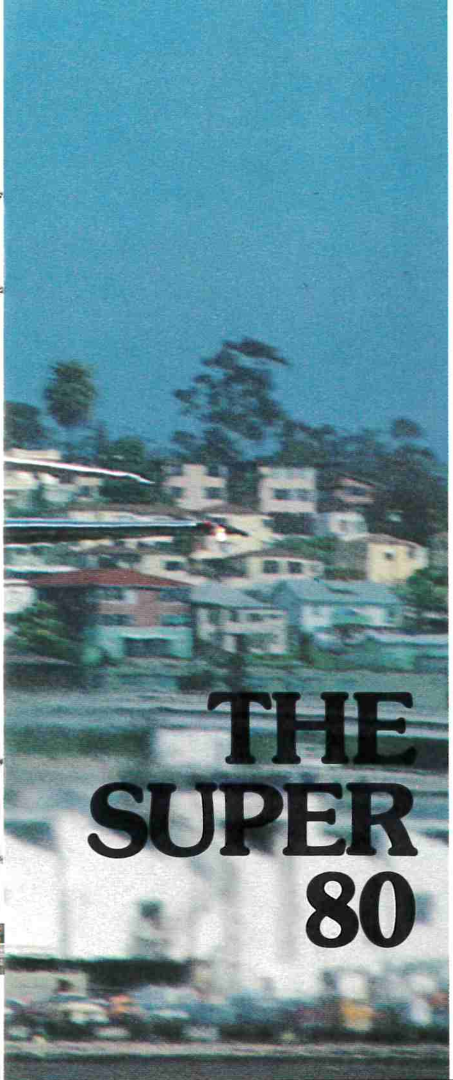
While there have been substantial improvements in key aircraft features such as passenger comfort, technology and environmental protection, the narrow-bodied jet transports of the 1960s and 1970s still will be only marginally profitable in the 1980s because of one element: Fuel.

Fuel costs, more than any other single slice of the expense pie, have climbed for every airline, and the trend is one that will not just go away with time. At PSA, for example, fuel costs account for about one-third of every dollar spent.

Throughout the industry, airlines are disposing of fuel-guzzling jets to ensure their survival in the new, highly competitive deregulated environment. PSA is no exception.

Older, less-sophisticated aircraft are more expensive to operate and maintain. Newer, high technology equipment, although significantly more expensive to acquire, have economic advantages that result in greater productivity and long-term lower costs.


PSA



THE SUPER 80

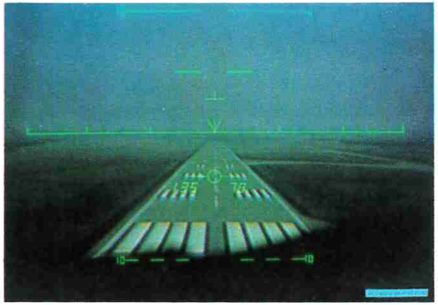
PSA was the first airline in the United States to operate the new Super 80 jetliner, the first of the so-called “new generation” aircraft that will become available to the nation’s airlines during this decade.

With 26 of the new jetliners expected to be in PSA’s fleet by 1983, the Super 80 will assist PSA in providing the best possible service to its passengers, while keeping a step ahead of the competition.

What makes this jetliner so Super?

- Technology
- Economy
- Comfort
- Quietness

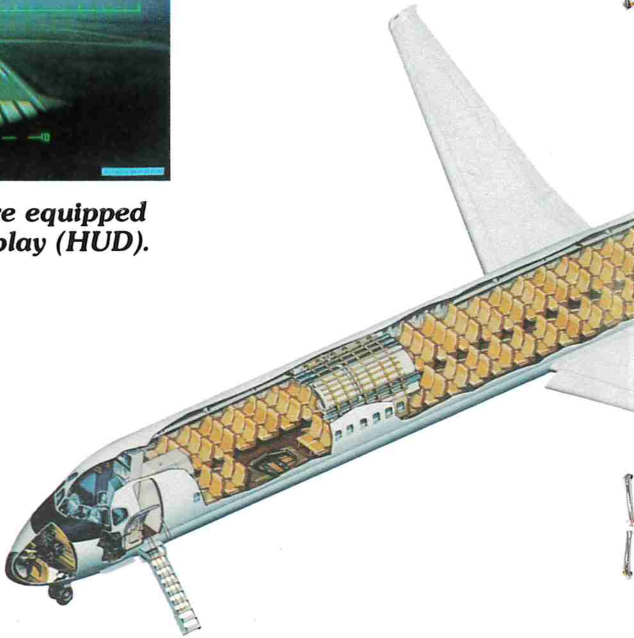
SUPER TECHNOLOGY. . .

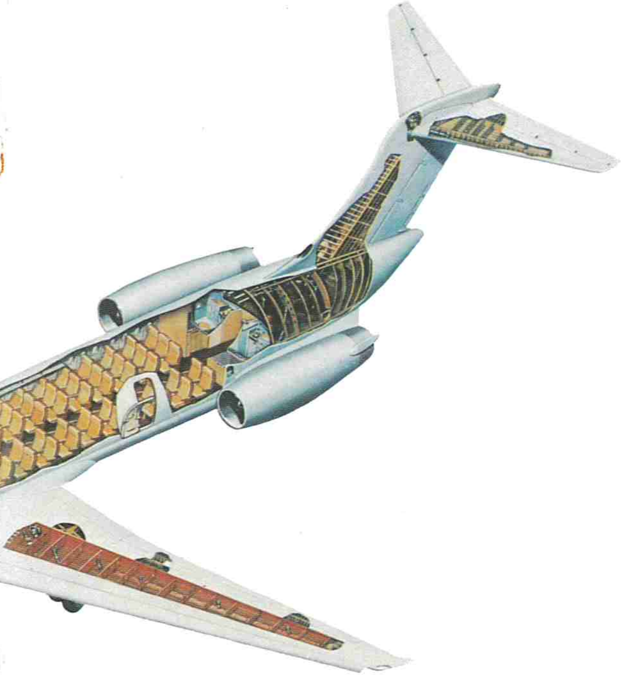


PSA's Super 80s are equipped with Heads Up Display (HUD).

From stem to stern, the Super 80's technical sophistication is akin to nothing else currently available in the airline industry. The cockpit is equipped with advanced digital computer hardware that so substantially reduces the flight crew's workload that it's like having a second "crew" on board. There's even a computer that talks to the crew.

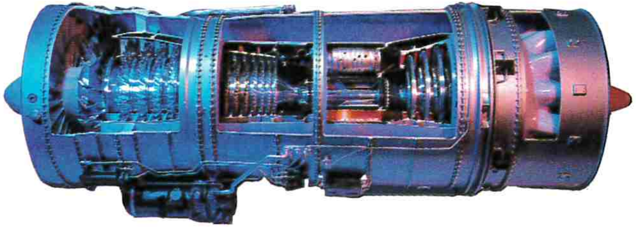
PSA's Super 80s also are equipped with Heads Up Display (HUD) units. Used during approaches and landings, HUD projects flight guidance information on a glass plate at eye level in front of the pilot.





HUD allows the pilot to look out the windshield during approach and landing without having to glance down at the instrument panel for flight guidance information. When not in use, HUD is stowed out of the pilot's field of vision.

The Super 80's wings are longer and trimmer for minimal wind resistance and greater fuel efficiency, and its two Pratt & Whitney JT8D-200 series engines are a new version of the dependable JT8D engines that have powered PSA's 727-200 fleet. These engines not only are quiet, they are much more fuel efficient.



Pratt & Whitney-powered JT8D-200 series engines not only are quieter but more fuel-efficient.

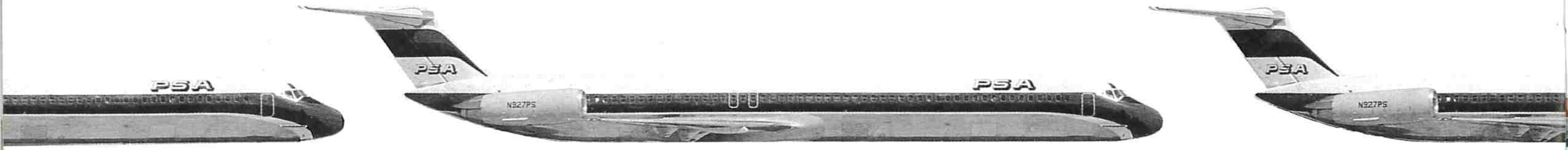
SUPER ECONOMY. . .

PSA has maintained its position as the price leader in the airline industry because it has been able to control operational costs. The Super 80 will help PSA to continue that trend.

For example, the Super 80 will burn significantly fewer gallons of jet fuel per flight hour than the Boeing 727, which have been the backbone of PSA's fleet for the past 15 years. Even at today's prices, which are destined to rise, an all-Super 80 fleet would save PSA approximately $30 million a year in fuel costs alone.

The Super 80 saves money in other areas, too. The annual savings in maintenance costs for the aircraft are estimated to be approximately $1 million per aircraft.

In terms of total operating costs, each Super 80 should save PSA about $1.7 million per year over the Boeing 727. With these cost advantages, PSA will be able to pass much of the savings on to passengers in the form of continued low air fares.



SUPER COMFORT . . .

Passenger comfort on the Super 80 can be felt throughout the airplane.

There's more contoured padding in the latest slim-frame seats and that leaves PSA passengers with more leg room. The aisle is wider and the seats are wider, too. In addition, the cabin is much quieter than the Boeing 727 due to the quiet engine characteristics.

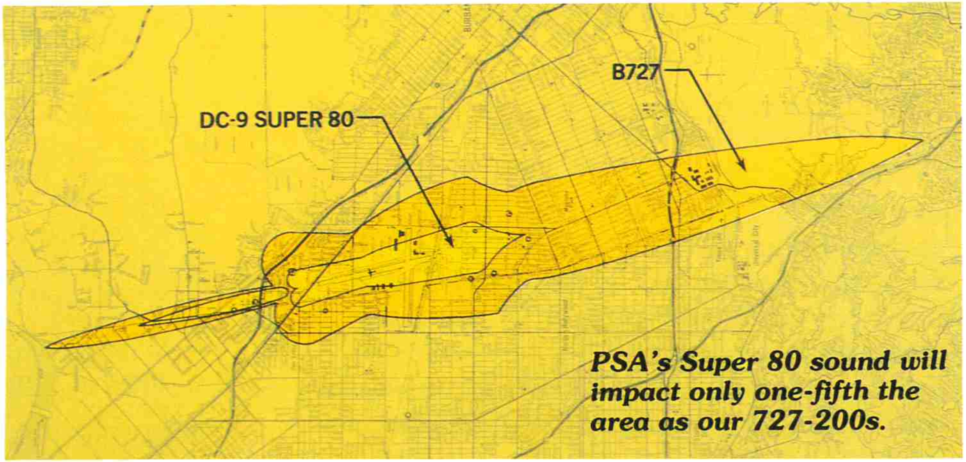
Here are a few of the amenities that make the Super 80 more comfortable for passengers.

- The seats have specifically designed form-fitting padding to give PSA passengers solid and secure back support.
- PSA designers have come up with a special headrest for added comfort.
- The slim-line seat frame adds two more inches of leg room, compared with the seating in the Boeing 727.
- The Super 80 seat is nearly 18 inches wide — more than an inch wider than a seat in the 727.
- The aisle in the Super 80 is a full inch wider than the 727's 18-inch aisle.
- With the cabin configuration for three-abreast seating on one side and two-abreast on the other side in PSA's specially designed 153-seat version, the Super 80 has more aisle and window seats available than any other jetliner of comparable size. As a matter of fact, the Super 80 has to be 80 percent full before a single center seat has to be used.

SUPER QUIET...

The Super 80 is the world's quietest commercial jetliner.

Because of acoustical refinements to the Super 80's powerful Pratt & Whitney JT8D-209 engines, the Super 80's noise on takeoff is about half that of the Boeing 727. In addition, passengers inside the cabin enjoy noticeably quieter takeoffs and landings compared with the 727.



PSA's Super 80 sound will impact only one-fifth the area as our 727-200s.

A common technique for measuring aircraft noise and its impact is to study the noise "footprint" of an aircraft taking off and landing. The footprint is the area around an airport exposed to jet noise. The Super 80 footprint is only one-fifth the size of the 727-200's. The smaller footprint means the sound from a Super 80 will involve a smaller area in the vicinity of airports, making PSA's quiet new jet a welcome neighbor in its current system as well as in the new markets it may choose to enter during the 1980s.

PSA

The leader through the SUPER '80s.

PSA